

THE RIO NEWS.

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RIO DE JANEIRO, JUNE 21st, 1898.

NUMBER 25

WILSON, SONS & CO.
(LIMITED)
2, RUA DE S. PEDRO,
RIO DE JANEIRO.

AGENTS OF THE
Pacific Steam Navigation Company
Shaw, Savill & Albion Co., Ltd.
The New Zealand Shipping Co., Ltd.
The Hawaiian Line of Steamers

Repairs to Ships and Machinery

Having large workshops and efficient plant are in a position to undertake repairs of all descriptions to ships and machinery.

Cons.—Wilson, Sons & Co., Limited, have drafts at St. Vincent, Cape Verde, Montevideo, La Plata and at the chief Brazil Ports, and among others supply coal under contract, at Rio, to:

The Brazilian Government;
Her Britannic Majesty's Government;
The Transatlantic Steamship Companies;
The New Zealand Shipping Companies,
&c. &c.

Cons.—Large stocks of the best Cardiff steam coal always kept in Rio upon a Concession Island.
Tug Boats always ready for service.

Cargo Lighters,—ditto.

Boilings supplied to ships.

Establishments: Wilson, Sons & Co., Limited, London, Cardiff, St. Vincent, Cape Verde, Rio, Bahia, Pernambuco, Santos, S. Paulo, Montevideo, Buenos Aires and La Plata.

KING, FERREIRA & CO.
Successors to W. K. CANEELS & CO.

11, Rua 2ª de Março, RIO DE JANEIRO,
11, Rua da Quitanda, SÃO PAULO.

Importers and Agents for Manufacturers.

Further agencies, suitable to their lines of business—Hardware, Domestic goods, Specialities, etc., etc.—are respectfully solicited.

GUANABARA & Co.

Importers and Commission Merchants.

27, RUA DO HOSPICIO, 1st floor
RIO DE JANEIRO.

Sole agents for the Portland Cement manufactured by J. B. White & Brothers, London, England.

Dealers in all classes of merchandise from Europe and the United States, as Importers, Commission Merchants and Consignees.

Cable Address: AGUA-RIO.

A. CLAUSEN

REPRESENTATIVE FOR

POOCK & Co., Rio Grande do Sul (Havana Cigars)
BAVARIA BEER from the
Bavaria Brewery, S. Paulo.
Price: 12000 per Dozen without bottles.

Also o Mesos.

COSTA FERREIRA & PENNA S. Felix (Bahia),
RODRIGUES & Co.
Casa KUNGENBERG, Daimold (Lithographers).
77, RUA VISCONDE DE INHAUMA

J. G. V. MENDES

CONTRACTOR TO H. B. M.'S SHIPS ETC., ETC.
Provision Merchant.
Shipping Grocer and General dealer.

1 - Praça 15 de Novembro - 1
LATE PALACE SQUARE
RIO DE JANEIRO

QUAYLE, DAVIDSON & Co.

119 Rua da Quitanda

Caixa no Correio 16

COMMISSION MERCHANTS & IMPORTERS

Receive orders for all description of Merchandise from Europe and the United States of America.

SPECIAL TERMS FOR:

BROOKS LOCOMOTIVES,

BRIDGE WORK OF THE UNION BRIDGE CO.,

and all Railway supplies, both European and American.

BALDWIN LOCOMOTIVE WORKS,
PHILADELPHIA, PENN.

(Established, 1831.)

BURNHAM, WILLIAMS & Co., Proprietors.

These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc.

Electric Locomotives and Plant for Electric Railways by the Baldwin Westinghouse Combination.

All work thoroughly guaranteed.

Illustrated catalogue furnished on application of customers.

Sole Agents in Brazil: **Norton, Megaw & Co., Ltd.**

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THE ALLISON MANUFACTURING COMPANY.

Philadelphia, Penn.

MANUFACTURERS OF

Every description of Freight Cars for broad and narrow gauge Railways.

Sole Agents in Brazil:

Norton, Megaw & Co., Ltd.

A COMPANHIA DE FIAÇÃO E TECIDOS SÃO FELIX,

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THE HARLAN AND HOLLINGSWORTH COMPANY.

Wilmington, Del.

MANUFACTURERS OF

Every description of Passenger Cars for broad and narrow gauge Railways.

Special attention given to the Sectional Construction of Carriages for shipment to Foreign Railways.

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THE WESTINGHOUSE AIR BRAKE COMPANY.

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MANUFACTURERS OF THE

WESTINGHOUSE AUTOMATIC BRAKE

The Westinghouse Automatic "Brake" is now in use on 20,000 locomotives and over 50,000 freight cars besides in general use on passenger cars.

The Westinghouse Air Brake Co. are prepared to fill orders for one to one thousand sets of Air Brakes for Freight Cars at one hour's notice.

For further information apply to their Sole representatives in Brazil:

Norton Megaw & Co. Ltd.

58, Primeiro de Março,

Rio de Janeiro.

AMERICAN Bank Note Company,
78 to 86 TRINITY PLACE,
NEW YORK.

Business Founded 1795.
Incorporated under laws of the State of New York, 1859.
Reorganized 1879.

ENGRAVERS AND PRINTERS OF
BONDS, POSTAGE & REVENUE STAMPS,
LEGAL TENDER AND NATIONAL BANK
NOTES OF THE UNITED STATES; and for Foreign Governments.

ENGRAVING AND PRINTING,
BANK NOTES, SHARE CERTIFICATES, BONDS
FOR GOVERNMENTS AND CORPORATIONS,
DRAFTS, CHECKS, BILLS OF EXCHANGE,
STAMPS, &c., in the finest and most artistic style
FROM STEEL PLATES.

WITH SPECIAL FACILITIES TO PREVENT THE COUNTERFEITING
Special papers manufactured exclusively for
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SAFETY COLORS, SAFETY PAPERS.
Work Executed in Fireproof Buildings.

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RAILWAY TICKETS OF IMPROVED STYLES.
Show Cards, Labels, Calendars.

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Importers of

Porto, Duoro and Lisbon wines of the best quality; in bottles, or in cases, and under the private marks of the houses.

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BLANDY BROTHERS & Co.

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Exporters of Bordeaux Wines

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Exporters of Cognac

Dealers in

Burgundy, Rhine and Mosel wines, Sherries, Champagne

Cognacs and Liqueurs of the best brands.

Rua da Alfândega, 83.

PREVENT YELLOW FEVER

by using

MURRAY'S FLUID MAGNESIA

The standard preventive against the perils of a tropical climate, counteracting the effects of excessive heat and normalising the functions of the stomach, intestines, liver, and kidneys. Cures headaches, acidity of the stomach, biliousness, gout and rheumatism in its less acute forms. Mixed with their milk, it prevents bowel troubles with children. It is also a valuable relief for women en route. Pleasant and refreshing, it can be taken freely as a beverage, and the only alkali drink which forms no dangerous deposits in the stomach, intestines and bladder.

For this important contribution to medical science and practice, Her Britannic Majesty conferred the honor of Knighthood upon its inventor, Sir James Murray, M.D. His signature written with green ink, is found upon the label of every genuine bottle.

Price, in all pharmacies,

Rs. 12500 per bottle.

THOMAS J. LIPTON

LIPTON'S Teas.

LIPTON'S Hams.

LIPTON'S Jams.

LIPTON'S Pickles.

LIPTON'S Groceries

115, Rua da Quitanda.

WILLIAM SMITH,

ENGLISH SHOEMAKER,

The best material used and all work guaranteed.

No. 6, Rua de S. Pedro

RIO DE JANEIRO.

Insurance.

PHENIX FIRE OFFICE.

Established 1782

Authorized by Imperial Decree No. 8,067 of

March 24th, 1881.

Insures against risk of fire, houses, goods and merchandise, and offers the best of guarantees with the most favorable conditions.

G. C. Anderson, Agent.

2, Rua General Camará—1st floor.

This company has just issued in London an Insurance policy for the Atlantic Topoka and Santa Fé Railway Company, United States of America, for the amount of \$1,250,000 (£160,000), having received the respective premium amounting to \$160,000 (£20,000).

No other company has ever taken so large a risk up to the present date.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

Fire and Marine.

Capital £2,500,000

Agents for the Republic of Brazil:

Walter Block & Co.

No. 115, Rua da Quitanda.

THE MARINE INSURANCE COMPANY, LIMITED.

Capital £1,000,000 sterling

Reserve fund .. £ 500,000 "

Agent in Rio de Janeiro:

G. C. Anderson.

2, Rua General Camará—1st floor.

ROYAL INSURANCE COMPANY.

LONDON AND LIVERPOOL

Capital £2,000,000

Accumulated Funds .. £8,250,000

Insures against the risks of fire, houses, goods and merchandise of every kind at reduced rates.

John Moore & Co. agents.

No. 8, Rua da Cantelaria.

LONDON AND LANCASHIRE FIRE INSURANCE CO.

Capital (fully subscribed) .. £2,100,000

Reserve fund .. 676,355

Agents in Rio de Janeiro:

Edward Ashworth & Co.

No. 50, Rua 1º de Março.

BRITISH & FOREIGN MARINE INSURANCE COMPANY LTD.

Capital £1,000,000 sterling

Reserve fund .. £1,328,751 "

Agent: P. E. Swanwick

57, Rua 1º de Março—2nd floor.

GUARDIAN FIRE AND LIFE ASSURANCE CO., LIMITED.

Agents in Rio de Janeiro:

Youle & Co.

No. 38, Rua 1º de Março.

NORTH BRITISH AND MERCANTILE INSURANCE CO. LD.

Total funds on 1st Dec. 1896 .. £12,954,512

Authorized Capital .. 3,000,000

Subscribed Capital .. 2,750,000

Agents for Rio de Janeiro:

Pullen, Schmidt & Co.

7, Rua da Quitanda.

Travellers' Directory.

São Paulo:

Through express trains leave the Central station daily at 6 a. m. and 5 p. m.; returning leaves S. Paulo at 5 a. m. and 3 p. m.

Numerous steamers weekly for Santos, connecting with the São Paulo Railway.

Cachambá and Lambari:

Central Railway (São Paulo express) in Cruzeiro, thence by Minas and Rio Railway to Lambari.

Juiz de Fora, Barbacena, Ouro Preto, etc.

Through express trains leave Central station daily at 5 a. m. and 3 p. m. Connects with all branches along the main line (1,200 m. to Cruzeiro) of that railway.

Intermediate trains leave at 7 a. m. and 4 p. m., the first running through to Barbacena, and the second to Entre Rios.

Bello Horizonte:

Trains leave station of General Carneiro, on main line of Central Railway, at 2.20 p. m. and 11.20 a. m.—the latter a mixed train.

Petropolis:

Trains leave the Prainha at 4 p. m. daily, except Sundays and holidays, to connect with railway at Mand. Passenger train leaves S. Francisco Xavier station (Central Railway) at 7 a. m. and 5.15 p. m., on 11 a. m. and 5 p. m. express, should take the suburban train at the Central Railway station at 6.25 a. m. and 4.20 p. m. to connect with Petropolis train.

Returning from Petropolis, the express train leaves at 7.20 a. m., except Sundays and holidays, and the "all land" train leaves at 6 a. m. and 4.20 p. m.

On Sundays and holidays the train leaves the Prainha at 7 a. m., and returning the train leaves Petropolis at 4 p. m., giving excursionists about six hours in Petropolis.

Nova Friburgo:

Barra leaves the Prainha das Marilhas at 5.20 a. m., daily and at 7 p. m., on Saturdays, to connect with the Léo, Solimões Railway in Santa Anna de Maraly. Returning train leaves Nova Friburgo at 2.20 p. m. daily, and at 6 a. m. on Mondays. Excursion train leaves Maraly at 3.15 p. m., Barra leaves Barra at 2.30 p. m., and returning leaves Friburgo at 6.20 a. m.

Corcovado:

Regular trains, week days, leave S. Jo. Cosme Velho, Laranjeiras, at 8 a. m. and 2 a. m. and 4.30 p. m., returning leave the summit at 7.20 and 9.20 a. m., and 1.40 and 7 p. m. On Sundays and holidays, the hours are: morning 6.20, 8.20 and 11 a. m., 12.20, 2.30, 4.35 and 5 p. m., afternoon 5.20, 7.20, 9.20, 11.20, 1.20, 3.25, 4.55, 6.50 and 9 p. m. Each train gives the excursionist half an hour on the summit.

N.B.—Travellers will oblige by notifying the Office of any changes in the foregoing details that may be experienced and of which no public announcements have been made by the Railway authorities.

Official Directory.

U. S. LEGATION.—Petropolis. Charles Page Bryan.

BRITISH LEGATION.—No. 1, Rua Visconde de Ita Borhy, top of the Custom House, Petropolis. RICHARD C. H. PHIPPS, Minister.

AMERICAN CONSULATE GENERAL.—No. 98, Rua 1º de Março. HENRY KERRICK, Consul General.

BRITISH CONSULATE GENERAL.—No. 1, Rua Visconde de Itaboraite, top of the Custom House. WILLIAM G. WAGSTAFF, Consul General.

Church Directory.

CHURCH OF ENGLAND.—Until further notice the Church will be closed on Sundays. The services will be held every Sunday, except on 1st and 2nd of the month at twelve o'clock, in the Methodist Episcopal Church (formerly built Largo do Catete), and on Wednesdays at 10 a. m. and 7 p. m. in the Chapel.

IRVINE CRAWSHAW, M.A., British Chaplain, 65, Rua do Appenedado.

IGreja Evangelica LUTHERANA.—Rua Largo de S. Jo. Paulo, No. 125.—Involuntarily in Portugal on Sundays, first meeting at 10 a. m., 2nd at 11 a. m., 3rd at 11 a. m., 4th at 11 a. m., 5th at 11 a. m., 6th at 11 a. m., 7th at 11 a. m., 8th at 11 a. m., 9th at 11 a. m., 10th at 11 a. m., 11th at 11 a. m., 12th at 11 a. m., 13th at 11 a. m., 14th at 11 a. m., 15th at 11 a. m., 16th at 11 a. m., 17th at 11 a. m., 18th at 11 a. m., 19th at 11 a. m., 20th at 11 a. m., 21st at 11 a. m., 22nd at 11 a. m., 23rd at 11 a. m., 24th at 11 a. m., 25th at 11 a. m., 26th at 11 a. m., 27th at 11 a. m., 28th at 11 a. m., 29th at 11 a. m., 30th at 11 a. m., 31st at 11 a. m., 1st at 11 a. m., 2nd at 11 a. m., 3rd at 11 a. m., 4th at 11 a. m., 5th at 11 a. m., 6th at 11 a. m., 7th at 11 a. m., 8th at 11 a. m., 9th at 11 a. m., 10th at 11 a. m., 11th at 11 a. m., 12th at 11 a. m., 13th at 11 a. m., 14th at 11 a. m., 15th at 11 a. m., 16th at 11 a. m., 17th at 11 a. m., 18th at 11 a. m., 19th at 11 a. m., 20th at 11 a. m., 21st at 11 a. m., 22nd at 11 a. m., 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Banks.

LONDON AND BRAZILIAN BANK, LIMITED.

Capital £ 1,500,000
 Capital paid up 750,000
 Reserve fund 600,000

HEAD OFFICE: LONDON.

BRANCH OFFICE IN RIO DE JANEIRO

10, Rua da Afandega

Draws on Head Office and the following Branches and Agencies:

LISBON, OPORTO, PARA,
 PERNAMBUCO, BAHIA, SANTOS, SAO PAULO,
 CAMPINAS, RIO GRANDE DO SUL,
 PELOTAS, PORTO ALEGRE, MONTEVIDEO,
 BUENOS AIRES, ROSARIO DE SANTA FE, AND
 NEW YORK

Also on:

Messrs. Glyn, Mills, Currie & Co., LONDON.
 Messrs. Mallet Frères & Co., PARIS.
 Messrs. Schroder & Co., J. H. Schroder & Co.,
 HAMBURG.
 Messrs. Joh. Berenberg, Gossler & Co.,
 HAMBURG.
 Messrs. Grunet Brown & Co., GENUA.

BRASILIANISCHE BANK FÜR DEUTSCHLAND.

Established in Hamburg on 16th December,
 1887 by the Direction der Disconto Gesellschaft
 in Berlin and the Norddeutsche Bank in Ham-
 burg, Hamburg.

Capital. . . 10,000,000 Marks.

BRANCH OFFICE IN RIO DE JANEIRO.
(Cassa 108.)Branch-offices in São Paulo and Santos
(Cassa 530.) (Cassa 185.)

Draws on:

Germany.... Direction der Disconto Gesellschaft, Berlin
 Norddeutsche Bank in
 Hamburg, Hamburg
 M. A. von Rothschild
 Schick, Frankfurt a M. and corres-
 pondents.
 England.... N. M. Rothschild & Sons, London
 Manchester and Liverpool.
 District Banking Company Limited,
 London.
 Citibank of London, Limited,
 London.
 Wm. Brandt's Sons & Co., London.
 France.... Crédit Lyonnais, Paris and branches.
 Heine & Co., Paris.
 Comptoir National d'Escompte de
 Paris, Paris.
 Lazard Frères & Co., Paris.
 De Neufville & Co., Paris.
 Portugal.... Banco Lisbon & Açores and corres-
 pondents.
 and any other countries.
 Opens accounts current.
 Pays interest on deposits for a certain time.
 Executes orders for purchases and sales of stocks,
 shares, etc., and transacts every description of bank-
 ing business.

Petersen-Thiel,
 Directors.

THE LONDON AND RIVER PLATE BANK, LIMITED.

LONDON: Princes Street, E. C.

PARIS: 16, Rue Halévy.

Rio de Janeiro:

No. 21, Rua da Afandega.

Authorized by Decree No. 57, of 17th October, 1891.

Subscribed capital. £ 1,500,000
 Realized do 900,000
 Reserve fund 1,000,000

BRANCHES:

Paris, 16, rue Halévy, Pernambuco, Pará, Boque
 Aires, Montevideo, Rosario, Mendoza and Paysandú.

DRAWS ON:-

London and County Banking Co., Ltd.—LONDON.
 Banque de Paris et des Pays Bas.—PARIS.
 Banco de Portugal and agencies.—PORTUGAL.
 And on all the chief cities of Europe.
 Also on:
 Pears Brothers & Co.—NEW YORK.
 First National Bank of Chicago.—CHICAGO.

THE BRITISH BANK OF SOUTH AMERICA, LIMITED.

HEAD OFFICE: 2 A, MOORGATE ST.

London E. C.

Capital, £ 1,000,000
 Idem paid up 500,000
 Reserve fund 300,000

Office in Rio de Janeiro:

31 A, Rua 1º de Março

Branches at:

S. PAULO, SANTOS, BAHIA, PARA, MONTEVIDEO,
 BUENOS AIRES AND ROSARIO.

Agencies at Pernambuco, Ceará, Maranhão and
 Rio Grande do Sul.

Draws on its Head Office in London:

The London Joint Stock Bank, Limited,

Messrs. Hoine & Co., LONDON.

Messrs. J. Berenberg Gossler & Co., PARIS.

Messrs. J. Berenberg Gossler & Co., HAMBURG.

and correspondents in Germany.

Messrs. Rossi & Co.,

and correspondents in ITALY.

The Bank of New York, N. B. A.,

NEW YORK.

Receives deposits at notice or for fixed periods and
 transacts every description of Banking business.

BANQUE FRANÇAISE DU BRÉSIL.

AUTHORIZED BY

Decree No. 2,432 of 2nd January, 1897.

CAPITAL: Frs 10,000,000 (Ten million Francs.)

HEAD OFFICE:

9, RUE LAFFITTE, Paris.

Branch Office in Rio de Janeiro:

78, Rua da Quitanda

1º, 2º, 3º, 4º.

Branches at S. Paulo and Santos.

DRAWS ON:

Head Office:
 Comptoir National d'Escompte de Pa-
 ris, and agencies.
 Société Générale pour favoriser le dé-
 veloppement du Commerce et de
 l'Industrie en France, and agencies
 Heine & Co., Paris.
 Lazard Frères & Co., Paris.
 Périer Meret & Co., Paris.
 London:
 Union Bank of London, Limited.
 London Joint Stock Bank, Limited.
 Parr's Bank, Limited.
 Lazard Brothers & Co.
 J. Henry Schroder & Co.
 Kiehlwort Sons & Co.
 A. Rüffer & Sons.
 Germany:
 Direction der Disconto Gesellschaft,
 Deutsche Bank, Berlin and branches.
 Dresdner Bank, Dresden, and branches.
 Schroeder Gelbeler & Co., Hamburg.
 Conrad Hinrich Donner, Hamburg.
 Norddeutsche Bank, Hamburg.
 I. Behrens & Schick, Hamburg.
 Correspondents in all chief cities.
 Portugal:
 J. M. Fernandes Guimarães & Co.
 and their correspondents.
 Banco Commercial de Lisboa, Lisbon.
 Italy:
 Banca Commerciale Italiana, Genova.
 Milan, Turin.

AND ANY OTHER COUNTRY

opens accounts current.
 Pays interest for a certain time; executes orders for
 purchases and sales of stocks, shares etc. and trans-
 acts every description of banking business.

Henri Joly.

Manager.

Nectandra Amara Pills.

These wonderful pills, so useful and
 beneficial in all affections of the stomach
 and intestines, are obtainable in all places
 where a post-office exists; the manufac-
 turer will forward by registered mail and
 to any given address, if accompanied by
 money: 1 box for 25000, 1 dozen boxes for
 125000 and One dozen boxes for 200000.
 Address: JOAQUIM BUENO DE MI-
 RANDA, No. 74, Rua de S. Pedro, 1st floor
 Rio de Janeiro.

JACTA ALEA EST.

Written by the Brazilian painter and author, Sr.
 Eugenio de Teixeira, upon the occasion of the sailing
 of the United States squadron for Cuba. It will be
 remembered that this gentleman has achieved some
 notoriety in New York for his display of wealth and
 use of the title of Barão de Aguiar Brann, which we
 noticed some time back. Translated by R. J. Amy.

The die is cast! Now proudly
 Sails forth the squadron grand,
 Bent on an errand worthy
 Of freedom's storied land.
 High on the masthead flutters
 The flag whose colors blest,
 To wondrous deeds of valor
 Inflame the patriot's breast.

The longed for signal, "Onward!"
 Hails now with joyful thrill
 A giant nation, conscious
 Of duty to fulfil;
 While those brave tars the watchword
 Take up with hearts aglow,
 In the righteous battle eager
 To meet the murderous foe.

God speed those knights of freedom,
 Whose mighty blows are hurled
 Against the hosts of darkness
 Yet lingering in our world!
 That exploit grand, from bondage
 A people to redeem,
 Shall live in future legend,
 The bard's exalted theme.

There, in each deed of glory,
 Shall art, through endless time,
 Find fruitful inspiration
 For canvasses sublime,
 The while their proud achievements
 In God's most holy cause,
 Rehearsed in deathless pages,
 Shall win the world's applause.

What if their fateful missiles
 Boom out the cannon loud!
 What if the smoke of battle
 The startled world enshroud!
 Out of that fearful hue,
 Out of the shades of night,
 Shall rise the smiling angels
 Of justice, peace and right!

—Eugenio de Teixeira in New York Sun.

IMPRESSIONS OF RIO.

Reasons o nos moudons. Let me
 touch a zither chord I struck before
 which was not then well strung. Let
 me strike my breast and cry aloud from
 the house-tops *mea culpa, mea culpa,*
mea maxima culpa. Let me also dis-
 play my intimate acquaintance with the
 Latin tongue by adding the word *Pe-
 cccat. Lasciatem fere* for a breathing
 space of a column or two in long primer
 while I deal again with *bonds.* I still
 hold to what I have already said of the
 splendid electric installation of the cars
 which run to Agnas Ferrens—so called
 on the Hibernian principle of mis-
 nomers because there is no iron in
 the waters, and there is a vegetable
 smell to Lorangeiras—so called on the
 same plan because no orange grove has
 been seen there within the memory
 of the oldest inhabitant, and to the
 Largo do Machado, which has been
 renamed to honor the memory of the
 Duque de Caxias. The electric instal-
 lation and supply from the power house
 in the Largo do Machado is a credit to
 Rio. The running of the trams over
 the rails; the cars themselves, both of
 home manufacture and American im-
 portation, are all that can be desired in
 this semi-demi-tropical climate. The
 conductors are civil and obliging. All
 that I have said in their favor before I
 reiterate now. But if I, in my igno-
 rance, said a single word in favor of the
 management or of the service being
 sufficient for the public wants, I—well,
 I take it all back. A more inadequate,
 a more inefficient, ill-regulated service,
 a more preposterous set of regulations
 enforced, it would be difficult to find on
 the face of God's earth. Kindly lend
 me your ears—I will return them next
 Saturday—and listen to my tale of woe.
 I will make a clean breast of it. The
 fact is that I am in search of a wife.
 The only girl I ever loved is now
 another's, and my poor dear sainted
 Maria has been lying in her cold grave
 eleven months and seven days come
 next Saturday at half-past nine. I
 have made no secret of my honorable
 intentions from the first, and when the
 news became known to the market, I
 was invited to dinner by a rich broker
 with an elderly, indisposed daughter,
 her mother's pet and pride, her father's
 one ewe lamb. I was generally invited to
 «Come in the evening or come in the morning.
 Come when you're looked for or come without
 warning.»

and particularly to come to dinner on
 Thursday last. «We dine at half-past
 six sharp,» said mine host that was to
 be. «The Larangeiras or Agnas Fer-
 reas bond will leave you within half a
 mile of the house. You can't miss it
 (the house he meant): it's painted pink
 and blue. No ceremony, you know.
 Don't forget! Thursday, at half past
 six.» I was got up regardless on Thurs-
 day at half-past five, and went to the
 Largo da Carioca to take the bond, little
 recking of the difficulty ahead. The
 space was crowded with work-worn men
 eager to reach their homes and spouses
 and eat their dinners in the bosoms of
 their families; with weak women weary
 with an afternoon's shopping or sweet-
 vending; with newspaper boys and sweet-
 vendors dodging in and out with the
 dexterity of a dog in a fair. A pictur-
 esque and expectant crowd, my masters,
 albeit a way-worn one. A heavily laden
 tr—bond was leaving for Lorangeiras as
 I entered the Largo, with all seats full,
 and outside passengers hanging on to
 stanchions, seat backs, anything, every-
 thing that would ensure them a fairly
 safe foothold on the foot-board and there
 they stuck.

«Thick as th' autumnal leaves
 That strew the brooks in Vallumbrosa,»

or, less poetically, thick as flies on a
 «catch-em-alive O!» paper on a sultry
 summer's eve. Where there was room
 to rest a foot on the upper or lower
 foot-board on either side, and obtain a
 hand support, there a human being had
 his foot in a lung indifferently sustain-
 ed to his own imminent deadly danger,
 an inconvenience to himself, an insur-
 ferable nuisance to those seated from
 whom he blocked the air supply, a
 disgrace to the management of the
 tramway service, and a standing im-
 peachment of the scandalous manner in
 which the municipal authorities attend
 to their duties. That, however, did
 not ruffle the natural serenity that filled
 me at the moment, conscious as I was
 of a glossy silk hat, a glove-like frock
 coat, an immaculate tie. I simply let
 the scandal rip. Ten minutes I knew
 must go by, from past experience,
 before an Agnas Ferrens bond would
 come in. A Cattete bond glided around
 the corner, and a rush ensued. But it
 was full inside and out ere it had arriv-
 ed, and not a soul got off. I chuckled
 internally at the discomfort of the
 disappointed ones—chuckled gleefully
 yet wonderingly at their discomfort.
 One does, you know, enjoy the small
 disappointments of others. If your
 dearest friend trips on a piece of orange
 peel in the street and comes a cropper
 on the ground, he rises with red-hot,
 humiliated face only to find the friend
 of his bosom laughing at him. It's
 human nature and can't be helped. So
 I chuckled, silently and with dignity
 chuckled as the Cattete bond came in
 and I went out. Then a Flamengo bond
 rolled into the crowded Largo, and it
 was hard to distinguish inside passen-
 gers or guard or driver through the dense
 crowd that swarmed the sides, and
 front and back platforms. And not a
 soul got off except an aged lady who
 descended with infinite difficulty, only
 assisted by the rush with which some
 impetuous elgier glided into her place
 before she had well risen from it. I
 chortled in my inmost soul, but this
 time there was a slight *soupeon* of irony
 and scorn mingled with my enjoyment.
 My ideas of Brazilian politeness went
 down 20 degrees Centigrade. I had
 thought them to be the most courteous,
 politest, body-bowingest, hat-liftingest
 people on the face of the habitable
 globe, but not a single, or married, man
 would give up his seat to a lady. *Voilà!*
 In Germany, France, Great Britain or
 the United States—in some of which
 countries men do not believe in lifting
 hats to men—the humblest artizan
 would have given his seat to the hum-
 blest woman as to the highest lady in
 the land, but cultured Brazilians in
 their extreme politeness kept their seats,
 and let the ladies wait. The stigma
 lies half on Brazilian politeness, one
 fourth on the bad management of the
 bond service, one fourth of it on the

sheep-like spirit of the sufferers, and the whole on the sappiness of the municipality.

An Aguas Ferreas tram turned the corner and I made ready to get a seat. My ideas of Brazilian politeness were fast reaching such a low ebb that I meant to get a seat at all hazards, independently of the urgency of the case. I managed to get a seat partly owing to a little gentle pressure and partly owing to the moral suasion of a silk chimney-pot. But the seat was only gained for a moment. A lady who wished to get out had been imprisoned by the rush. I got out, naturally, to allow her to descend, when two impetuous Brazilians rushed in from the other side and took both her place and mine. I did not make case, as the Spanish say, until she was fairly out, but then I proceeded to claim the seat with a face that was neither child-like nor bland. The Brazilian who had jumped my claim was in process of being removed by *força maior*, when an eternally perished, interfering, meddlesome old patriarch from Stratford-at-Bow must pull me by the arm. «My dear sir! My dear Sir!! You mustn't, you know. Now really—» «Hullo! what the flames is this, Gringo? What's the row?» and Goliath stalked into the crowd, with half-a-dozen other compatriots. Before I could enter into explanations, the *bond* had moved off, full inside and out, and I stood convicted of being a rowdy. If that wasn't enough to make any man swear, I'd like to know what is. The fellows told me that I might shoot a man or stick a knife into him, but to strike a man in Brazil was a crime unmentionable and unbearable. To lift a claim jumper by the collar and catch him a whack where his tail should join on to the small of his back is an unheard of atrocity.

I was taken by a sympathising party of eight and shown the only possible way of getting a tram in the evening. To catch one it was necessary to go to the Guarda Velha, and jump on the incoming tram. I tried it and did not succeed. The *bond* was chock and block full already with sitters and standers and clingers, who were going to Laranjeiras via the Largo da Carioca. To make sure of a seat I should have to go to the Passeio Publico and possibly not get one there, and I had not the faintest intention of working my passage clinging limpet-like to a stanchion. My small stock of patience was exhausted. I had lost my dimer; I had lost my introduction; I had lost my temper; and my language was both loud and deep. The next time I am invited to dinner to Laranjeiras, I'll take Shanks' mare and make sure of it.

Rio has the best electric tram system I have seen, and Rio has the most mismanaged tram service in the world. Rio also owns a municipality that tolerates abuses which would not be tolerated anywhere else. Rio has the tamest population I know. Any other people would be up in indignant revolt against a service that does not study its convenience, that exposes all and sundry to danger of life or limb. I am going to make a few enquiries, and will return to my muttons next week, hewing and hacking in my hot anger. If I don't then my name is not

A. GRINGO.

GERMANY has just celebrated the thousandth anniversary of the sausage. Very different, however, was the ancient sausage from the one we know. The former was simply made of a goat's stomach, stuffed with fat and blood. It was not till the tenth century that chopped pork was used, and the sausages of Frankfurt and Strasburg began to be famous in 1500, thanks to the introduction into Germany of cinnamon and saffron.

At the present moment the British empire is fifty-three times the size of France, fifty-two times that of Germany, three and a half times that of the United States, thrice the size of Europe, with treble the population of all the Russias. It extends over 11,000,000 square miles, occupies one-fifth of the globe, containing one-fifth of the human race, or 350,000,000 people, embraces four continents, 10,000 islands, 500 promontories, and 2,000 rivers.

BICYCLES IN BRAZIL.

In a report to the department of state on the possibilities of the bicycle trade in this country, dated March 30th last, U. S. Consul-General Steeger discusses the question as follows:

The many inquiries received by this office from cycle manufacturers of the United States justifies the supposition that there is too sanguine an expectation prevalent regarding the chances of the American wheel in the Brazilian market.

It is true, the American bicycle has won an easy triumph over its competitors on this side of the Equator, and principally in Brazil; but the practical results of this fact ought not to be overrated.

I regard it my duty to draw the attention of interested parties to the following conditions:

The bicycle trade is supported in the United States principally by the middle classes, to which the majority of the wage earners belong. These conditions do not prevail in other countries, and especially not in Brazil, where the well-to-do middle class is not very numerous; where the great masses of the working people—the toilers in the fazendas, the hewers of wood and drawers of water, the drivers of oxen and mules—mostly live in abject poverty and are rated as the lower class.

Further, those among the native Brazilians of Latin origin, who are in better circumstances, do not seem to take as kindly to the wheel as their neighbors of Saxon, Teutonic, or Celtic extraction.

Brazil is, at present, in the midst of a great economic crisis; the production of the staple articles has—temporarily, at least—ceased to be remunerative; business is at a low ebb; the opportunities for earning the daily necessities are greatly diminished; and the wages of the working classes, as well as the earnings of the professional men, are consequently extremely low.

The majority of the Brazilian people (probably 14,500,000 of the 15,000,000 inhabitants) are a present engaged in such a struggle for existence that they can not extend their ambition to what is regarded here as among the luxuries of life. Too young clerk, for instance, who earns \$15 a month, or to an experienced salesman, bookkeeper, or cashier, who is lucky if he can take home to his family \$10 a week, a \$70 bicycle partakes very much of the nature of things unattainable.

Last, but not least, there are very considerable climatic and topographical difficulties to contend with in nearly all of the Brazilian cities, and particularly here, in the great Southern American metropolis of Rio de Janeiro; all of which conditions combine to interfere seriously with the development of bicycling and the bicycle trade in Brazil.

EUGENE SIEGER,
Consul-General.

RIO DE JANEIRO, March 30, 1898.

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RIO DE JANEIRO.

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Russian caviar (legitimate Antrachen).
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Finest Frankfurt sausages.
Chocolate Suetard.
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DOUGLAS, John—of Dunkeld, who left Liverpool for Rio on board the sp. *Cumbler* March 1st 1871. He was shortly after arrival employed on one of the railways leading from Rio.

FRANCISCO, Antonio.—Who left Rio for Victoria Australia in 1860 at 1847. His widow is desirous of receiving news of his family which is supposed to be still resident in Rio.

CUNNINGHAM, William, (engineer).—The address is desired of his Widow who said to be now residing in Netherow.

KIRKWAY, Frederick.—Acrobat and general circus performer—supposed to have come to Rio in July, 1845. Is reported to be partly paralysed and mentally deranged.

Rio de Janeiro, April 1898.

Hotels.

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(Catteto)

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This hotel, which has been completely restored, is situated in the best part of the city, receiving air and light from all four sides, close to the cleaned beach of the city, surrounded by a large garden; has large comfortable rooms newly and well furnished, good shower and warm baths, disinfected in the water-closets, drinking water filtered by the Pasteur system; good table service, and is, therefore, to be considered the first hotel of this capital.

Possesses also a sumptuous saloon and splendid table service for banquets.

Its restaurant and service cannot be excelled.

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181, RUA DAS LARANJEIRAS, 181

This popular hotel has been completely and thoroughly restored and has been provided with sanitary improvements of every description, including a hygienic system of sewerage, flushing tanks, and ventilating pipes.

The apartments have been repainted and repapered throughout and are luxuriously furnished. The dining room has also been refurnished, and no expense has been spared to make this

The most comfortable Hotel

in the city. The baths have likewise been improved. As before, particular pains will be taken to provide the guest with the best of service and attention. The electric tram passes the door every few minutes, making it the most convenient as well as the pleasantest hotel in Rio de Janeiro.

ALPINE HOUSE HOTEL

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On the line of Sylvestre tramway, Santa Theresa, to be reached in 20 minutes from town.

This house is highly recommended for its excellent position and most beautiful view of the far ocean, city and islands, being situated on the very summit of Santa Theresa hill, and entirely out of reach of fever and malarial. It is therefore, a most safe place for foreigners, tourists and new arrivals.

The hotel is surrounded by beautiful parks, walks, and a large lawn.

The restaurant and kitchen are first class.

THE PROPRIETOR,

VIUVA SUZANA MENTGES.

FREITAS HOTEL

120, Rua do Riachuelo

Mr. J. P. FREITAS, proprietor of the old and well known Freitas Hotel, desires to advise his friends and former customers that he has reopened that hotel at No. 120 RUA DO RIACHUELO in a large and most attractive edifice acquired for this special purpose.

The new establishment is situated in one of the most attractive and healthy localities in the city, on a broad and quiet street, with many of the central points of the city passing the door. It has a large and beautiful hall on pleasure garden, particularly suitable for families and children, and well-appointed bath-rooms provided with hot and cold water.

The Hotel is specially adapted for families, for whose comfort and convenience nothing will be found lacking. It contains a large drawing room, and its dining room opens on verandah overlooking the garden.

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Is served every 15 minutes by the electric tram-car from the town (leaving the Largo da Carioca) close to the doors of this hotel, and Silvestre.

This establishment, the first in Brazil for its elegance, comfort and situation amidst forests and enjoying the most magnificent scenery, views of the mountains, town, the harbor and high seas, is most suitable for families and gentlemen of distinction.

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131, Rua do Ouvidor, Rio de Janeiro.

CAMPOS & CO.,

Proprietors.

United States.

What we fear is that so soon as matters be-
to improve the mercurial South Amer-
nature would assert itself, and that when

principal stimulus to internal financial reform was removed the old procrastinating, easy-going methods would prevail. We do not care to speak disrespectfully of the Equator; but its influence seems destructive to sound finance. The immediate effect of a rise in the milreis would be to enliven the import trade, and the retrenchment which the community at large—in contrast with the federal government—has begun to practise would cease. Coffee prospects are not so inspiring as to make us regard an impetus in the import trade of Brazil with much satisfaction from the financial point of view, though no doubt this country would be commercially a gainer. A rise in exchange would still further discourage exporters. We desire to see the milreis improve as the consequence of a gradual and reformation of the internal conditions, but not spasmodically, as the result of a scheme for postponing the much-needed regeneration of Brazilian finance. Had the government sought to avoid the necessity of remitting to Europe for the service of the debt, by selling the railways, which some months ago were in the market, we should have seen something to commend in the proposition; for the introduction of English management into these undertakings might have infused some life into trade and industry. As it is the funding scheme, with guarantees based on customs receipts which fell from 115,186,920 milreis in 1896 to 88,187,113 milreis last year, appears little else than a condonation of the financial mismanagement which has brought Brazil to the point of asking favors from her creditors, and a means of stereotyping the worst features of the situation.

THE RIO NEWS

PUBLISHED WEEKLY.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, indices of stock quotations and sales, a summary of the daily coffee reports and all other information necessary to a correct judgment on Brazilian trade.

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RIO DE JANEIRO, JUNE 21st, 1898.

In discussing the project for the reconversion of the apolices of the internal debt from 4 per cent gold to 5 per cent currency, some days ago, one of our local contemporaries took occasion to condemn the original conversion and to designate the issue as a "hybrid." His reason for this seems to have been that of paying interest in gold on currency bonds. He failed to note, however, that gold and currency at that time were practically equivalent, in fact paper had been at a premium only a few months before, and that the apolices converted at that time had been issued some years and represented, for all practical purposes and in no small part, a gold issue. If the government received currency at the time of issue which was equivalent, or nearly equivalent to gold, the payment of interest in gold can not justly be condemned. It may be a hardship for the government to now pay an interest charge which is equivalent to about 16 per cent in depreciated currency, but it is equally burdensome for the apoliceholder to find that his investment has depreciated from 1,000\$ to 250\$ gold. There are two sides to the question, and it is our duty to consider the one as well as the other. In trade, in house property, in manufacturing, in nearly every business, professional and industrial activity, it has been possible to increase prices, rates and wages to meet the declining value of the currency, but with the public internal debt this has not been possible. The 1,000\$ currency apolice which cost its possessor fully or nearly 1,000\$ gold, remains always at that nominal currency value, and were he to

sell it for gold to-day he would be getting but little more than one-fourth what it cost him. This is a very serious hardship, and especially to the many foreigners who have invested in Brazilian bonds. Had these bonds appreciated in currency value like other property, they would now be quoted, other things being equal, at three or four times their cost in 1890, and the interest rate now received would not be so far out of proportion. The only recompense the holder has been able to receive on account of the steady decrease in the value of his investment, has been the corresponding increase in the currency value of the interest paid him, and surely no one can say this is unfair, or unjust. If it is unjust for him to receive such a recompense, then it is equally unjust for the house-proprietor to now charge us three times the rent he received in 1890. In any fair consideration of the question, our sympathies must be given to the one side as well as to the other, and if there is any excess to be bestowed it certainly should not be for the side which has spent its resources recklessly, improvidently and even criminally. Let us be just to all the parties concerned, and at the same time let us not forget the responsibilities for the unfortunate situation.

WHILE we do not altogether agree with the position taken by the *Financial News*, it must be seen that the arguments on which that position is taken are worthy of serious consideration. Our London contemporary would prefer to see the government use practical economies for extricating itself from its present critical position, instead of provisional measures like this interest funding scheme. So would we. But the government has in great measure lost the opportunity, and must now secure concessions in order to do what should have been done long ago. The true and only effective relief must come through wise retrenchment, and unless the government pursues this course, disaster will surely follow. The funding scheme, which seems to have been settled in London—though it must be confessed the information sent us about it is suspiciously vague—is at best a temporary relief measure. It does not modify or diminish the debt, nor reduce the charges upon it. It simply defers the cash liquidation of these charges and adds ten millions sterling more to the public debt. The question of time and the question of credit are at stake, however, and the government must secure some concession. We do not know whether the treasury can meet the next coupons, or not, but we suspect it will find it very difficult to do so. The offer from London, therefore, to fund these interest charges for three years, comes most opportunely, and if the conditions of the agreement are carried out in good faith, and if Brazil at once undertakes to carry out a policy of thorough retrenchment, the funding measure, costly as it may be, will result beneficially to both parties. It will give the government the time it needs, and it will save the credit of the country. The danger is, it must be confessed, that the government, when relieved of the pressure now felt, will fail to enforce the economies demanded by the situation. The first and most practical course to follow is the simple one of cutting off unnecessary expenditures. No scheme can be really effective, however, which does not include large reductions in military expenditures. Brazil is happily free from all danger of foreign aggression, and she can therefore easily do without a large army and navy. Then, too, all such luxuries as railways, subsidized steamship lines, loans to favored classes, etc., can be dispensed with. We still believe that the Central railway can and should be sold. We believe that the coasting traffic can be carried on without subsidizing the Lloyd Brasileiro. And we still further believe that advances, or loans, to planters should be made by private capitalists and bankers and not by the national treasury. Then, besides all this, some readjust-

ment seems necessary between the nation and the states, the constitution having sacrificed the former in favor of the latter. The states can have no interest in impoverishing the national treasury, and they should therefore either return the public lands to the union, or voluntarily offer a contribution toward its general expenses. There is much to do, and it will take the best part of these three years to do it; let us hope, then, that no time will be lost in inaugurating the reforms which are to reduce our expenditures.

OFFICIAL telegrams just published confirm the opinion expressed in these columns that Germany has no intention of interfering in the Spanish-American war. It is authoritatively announced at Berlin that Germany has no such intention, and that the sale of the German war vessels at Manila is to protect the lives and interests of German subjects, and of two or three other nationalities which have placed their interests under German protection. This is exactly what we supposed would be the intent of all the wild rumors about lately. Germany will not create a bad precedent, nor place herself in a false position. And further, we doubt very much whether German sentiment is so hostile to the United States as Madrid advices would make us believe. There will be no Quixotic interference in this war, and when it comes to a balancing of interests Germany will certainly find hers on the American side.

"HAVE you observed," observed Smilguy some days ago "that the Argentines are complaining about the burglars and thieves from Rio, and are threatening to send them back? It would be a pretty controversy, wouldn't it? In 1889, '91, '92, and perhaps later we were simply overrun with thieves and deadbeats from Buenos Aires, and we took them in without a word. We were so busy making excels in Spain, that the coming of such unwelcome personages never troubled us in the least. We not only let them explore our houses by night, and our banks and counting-rooms by day, to say nothing about their experiments on our pockets, but we even let them organise committees for us! We never troubled ourselves about such trifles then, but later on, when our golden bubbles were all burst, then we began to complain. And now we're all too poor to rob, and the professionals are accordingly leaving us for better pastures. If the Argentines send them back, the poor fellows'll starve. Besides that, they don't belong here at all! Our *defensa* is already so crowded with *convencidos* that we can't afford to give them roast beef and Yorkshire pudding every day, and we've no place to stow them away. Let the Argentines keep them. They're returned with thanks, and with our best wishes. If there is to be a war with Chili, put them in the ranks, blow them out with patriotic fervor, and let them fight!"

THE INAUGURATION OF THE NEW CRICKET GROUNDS.

To the Editor,
In the description by the *News* of the inauguration of the new cricket grounds in Icarahy, you mention my name in connection with the planting of the grass, and I have to inform you that I had absolutely nothing whatever to do with either the planting of the grass, or any of the work on the ground, the credit of which is due to Messrs. R. Morrissey and Brooking.
I regret the error having occurred, the more so that your reporter has entirely omitted mentioning these two gentlemen, to whom we are all indebted for the advanced state of the grounds, and but for whose strenuous efforts, I doubt whether cricket would have been played there this season. If you saw the state the ground was in previous to work being commenced on it, you will bear me out on this point, and all who have had similar work to do will be able to appreciate to their fullest extent the service rendered by the above named gentlemen.

I am, dear Sir,
Yours truly,
JOHN A. FINLAY.

Icarahy, 17th June, 1898.
(We regret that our reporter should have been unintentionally misled into the error Mr. Finlay has so kindly pointed out, and we offer our apologies to Messrs R. Morrissey and Brooking for the mistake made but which is now rectified.—Ed. R. N.)

A DISCORD-PRODUCING AGREEMENT.

It is to be regretted that the discussion of the proposed agreement between the government and its creditors is exciting to much bad feeling. As a sample of the acerbity with which this discussion is conducted we quote the following from the *Journal do Commercio* of last Sunday:

"In regard to the agreement there have circulated many *bourse* rumors that all decent people should treat with contempt. Vile

speculators at this moment make use of all sorts of means of depressing our credit. Some of them, who not long ago went on a tour to Europe, are listening to return at the end of the drum. Others at the *bourse* show telegrams sent to them at their own request by their relatives in Europe. And so forth, and so forth. It is necessary to beware of these parasites of society with their ruinous swindle."

The *Debate*, we regret to say, makes use of similar language. Opponents of the agreement are in that journal called "proclaimers of our ruin," "ignoble explorers of the discredit and ruin of the republic," "examples of our vital force" and "unscrupulous and soulless speculators."

We cannot too earnestly deprecate this unseemly violence, which should be sternly disapproved by all who have the interests of the country really at heart. Instead of being assailed with scurrilous imprecations and insulting epithets, opponents of the agreement should be requested, as soon as its terms become known, to suggest a better solution. No good can result from a debate in which coarse and impassioned invective takes the place of calm and courteous discussion.

PROVINCIAL NOTES

—A young man, clerk in a business house, was arrested in São Paulo on the 9th inst. for attempting to pass a counterfeit 500 note.

—A telegram of the 16th inst. says that on the 25th masses for Admiral Saldanha da Gama will be said at Rio Grande, Livramento and other towns in the state of Rio Grande do Sul.

—On the 13th inst. several houses were destroyed by a violent conflagration at Campos. The total loss is said to amount to about 1,000,000\$, that of the house of Fonseca & Co. alone being estimated at 600,000\$.

—The state of São Paulo is maintaining three immigration inspectors in Europe whose salaries in May aggregated 2,000 francs. This would seem to afford another excellent opportunity for reducing expenditures.

—In the month of May there were 132 deaths at S. Carlos do Pinhal, São Paulo, of which 60 were from yellow fever. This is a very alarming record for so small a town. In the same month there were 113 births and 5 marriages.

—The thieves in Campinas appear to be a very hardened lot. They recently broke into the office of the cemetery and carried off the clock. They also broke into several family vaults, but found nothing worth carrying away but a silver crucifix.

—Some dissatisfied parties at Cipitry, state of Rio de Janeiro, resolved a short time ago to depose the priest in that parish, but the police interfered to prevent. If deposition is the end for all the political and social ills that afflict us, why not try it on the tax collector?

—The state government of São Paulo has abolished the department of sanitary engineering and has dismissed all the officials and employees connected with it. The economy effected is 60,000\$ a month or 720,000\$ a year. The service in the city of São Paulo is transferred to the water department.

—We see by one of our São Paulo exchanges that Messrs. Wilson Sons & Co., Ltd., have undertaken to supply the Hospital Samaritano of that city with all the coal it may require, and counting from 1st June. This is a liberal and highly generous act, and it is to be hoped will lead others to make similar contributions toward the support of so deserving an institution.

—The vice-governor of S. Paulo, in carrying out his programme of economies, has dissolved the state sanitary commission and has dismissed all its functionaries. A commission of "water and drainage" has been organized to take charge of the property and material and to facilitate the works now under execution, of which Dr. Carlos Eschbar has been appointed chief.

—Some days ago at Novo Hamburgo, Rio Grande do Sul, there was a violent hail-storm. The roofs of nearly all the houses were destroyed, many persons were wounded and domestic animals were killed by the hailstones, some of which are said to have weighed over three kilos (6 1/2 lbs.). The contents of the roofless houses were damaged by rain and the total loss of property is estimated at 1,000,000\$.

—A musical entertainment was given by the German colony of São Paulo on the evening of the 19th in aid of the project for founding a German hospital in that city. Much interest has been manifested, and it was expected that the concert would prove a great success, many musicians of various nationalities having generously given their services. The hospital association was founded nearly one year ago and is laboring zealously to carry its humane project into execution.

—It is worthy of note that while Gov. Campos Sales was administering the state government of São Paulo there was no sign of reducing expenditures, but now that he is out of the way his vice-governor, Dr. Peixoto Goulade, is cutting down expenses vigorously. It shows the difference, not so much between men and intentions, but between the professional politician and a practical business man. The former is too much interested in the distribution of patronage and the promotion of political schemes, to think of economies.

RAILROAD NOTES

—The information comes from São Paulo that Mr. D. M. Fox, of the São Paulo Railway Co., is shortly expected there to assist at the inauguration of the new Luz station.

—The Leopoldina company has inaugurated a special train on Saturdays for the convenience of Petropolis residents desiring to spend the day in Rio. The regular morning train leaves at two o'clock an hour for them, so the special is scheduled to leave about 9 a. m. Payers of this character will be heartily appreciated by the patrons of the road.

—At 6 o'clock on the evening of the 17th inst., an express train of the Sorocabana line ran over a bull on the track and the engine and two baggage wagons were derailed. The two wagons were severely damaged, and the driver and fireman were slightly hurt. Believed to be there were very few passengers on the train, and none of these suffered any injury beyond a shaking and a fright.

—On Wednesday some of the drivers and conductors of the Campanha Carra Triunfo struck for higher wages, demanding \$5 per diem and asking also for the dismissal of an unpopular supervisor. They removed the brakes from 6 cars, but the company caused these to be replaced with brakes from the freight cars. The police authorities were informed and, a force being sent to prevent disturbances, the interruption in the traffic lasted only a short while.

—Irregularities of an entirely unwarranted character are still reported from the Central railway. For instance, one passenger says that the increase in fares has greatly increased travel by the 2nd class coaches, and to such an extent that they are greatly overcrowded. The management, however, does not provide extra coaches. Some days ago, he failed to find accommodation in a 2nd class coach and was compelled to enter a 1st class coach, where the conductor compelled him to pay a 1st class fare and a fine of 50 per cent, although the regulations say that he is obliged to pay only the difference between second and first class fares.

—The lessees of the Bauridade railway (C. B. R.) are already at loggerheads with the public. According to the last tariff established by the government, the passenger rate is \$1.00 per kilometre up to a distance of 100 kilometres; 60 reis from 101 to 200 kilometres, and 20 reis for 201 kilometres and more. The piraterage is vague, and would seem to warrant the lessees' construction, viz.: So reis on the first section, 61 reis on the second and 50 reis on the third. For 250 kilometres there is a flat fee of 47500, instead of 125000 as the public interprets the tariff. As we should interpret the tariff, the lessees are entitled to collect 165000 for 250 kilometres. Any other construction would involve absurdities, such as this: for 100 kilometres, at 80 reis, the fare is \$8.00; for 101 kilometres, at 60 reis, the fare is \$6.60—omitting account of terminal charges, if any. Or, in other terms, a man could travel 153 kilometres for the same fare charged for 100 kilometres. These varying scales are not always as clear and helpful as the public imagines.

COFFEE NOTES

—We see by a London exchange that Messrs. Waterlow & Sons, Ltd., the widely known printers and stationers, have registered a company, with £5,000 capital and under the title of "Coffee Cup Company, Limited," to carry on the business of coffee and refreshment-house keepers in all its branches. We suspect that Messrs. Waterlow's interest in the matter has sprung from a desire to provide their employees with lunches and refreshments under conditions better than those of ordinary refreshment houses. If so, it is a reform which all employers will do well to study, as the use of coffee in place of beer or spirits is of vital importance to good service as well as to temperance.

SHIPPING NOTES

—It is expected that the Pacific steamer *Orebia* will not arrive here from the south before Friday next, owing to some delay on the return voyage.

—There was but one passenger arrival here, Mr. G. Wallace, from New Zealand by the Shaw, Savill & Albion steamer *Cothia*, which entered this port on the 17th inst.

—The following first class passengers left for New York per *Imperial* and *Holt's Catharine* on the 18th inst.: Miss Elizabeth Embler, Mr. Vicenzo Passo, Mr. E. C. Martins, wife and child, Mr. Alfredo Roche, Mr. Antonio Carlos Ferreira da Silva.

—The trade with Brazil does not show signs of revival, albeit a couple of tramps, besides the regular fliers, have secured full cargoes lately for Rio. It is probable that shipments of maize to Rio and flour to Santos may be resumed in a more active form very shortly, but the cattle trade to Rio seems to have virtually stopped, the only exporters here offering £1, 6 per head, a rate which no agent appears disposed to accept. —*Times*, Buenos Aires.

—The Pacific Steam Navigation Company have, I hear, arranged for a subsidy from Guatemala on condition that their vessels stop once a week on their way to Valparaiso and Chile. When the steamers run to San Francisco the subsidy is to be doubled. The service is to be worked in conjunction with the Chilean Compania Sud America de Vapores. It is thought that this agreement may interfere with the American Pacific Company's control of the traffic of the American republics. —*Transport*, May 27.

—The first-class passengers who left Rio by the Hamburg-Sanamerica steamer *Amazons* on the 18th inst., were the following: For Hamburg: Mr. Mathias Haussner and family and Miss Anna Prockes. For Lisant: Mr. Canillo Duque. For Bahia: Commendador José Gonçalves Martins and wife, Mrs. Delmira M. Caninhão, Mrs. Virginia Monteiro, Mrs. Faustina d'Oliveira Sá, Dr. Theodoros Menezes, Mr. Pedro Pittanga, Mr. Canillo Augusto Missea, Dr. Francisco Joaquim da Silva Ramos, wife and children (3).

—The misfortunes of the *Buffalo* (ex-*Vithor*, ex-*Cid*) seem to be interminable. When the vessel arrived at Pará it had to undergo repairs and 50 new boiler tubes were taken on board. While it was lying in that port on the 24th ult. there was a mutiny on board, some of the men claiming that the terms of their contracts had not been observed. A Norwegian and three Brazilians, said to be ringleaders of the mutineers, were arrested by the port authorities and sent ashore, where they were held in custody. It was expected that the vessel would leave port on the 25th.

—The following first-class passengers sailed on the 17th inst. for London per the New Zealand steamer *Gothic*: Miss S. A. Murchant, Mrs. J. G. Cross and 2 children, Miss Annie Marquis, Mrs. C. A. Gierth, Mr. M. R. S. Azavedo, Mrs. A. S. Azavedo, Mrs. Florence Firek, Mr. O. M. Capelli, Mr. and Mrs. N. Kennedy and 2 daughters, Mrs. Ruth Munim, Mr. and Mrs. W. Jessop, Mr. Balmer and child, Miss Laura Lindor, Mr. P. Wemms, Mr. J. A. C. Costa, Mrs. A. Mackay, Mr. S. M. Piquet, Mrs. M. V. de los Santos, Miss Lula Ross, Mrs. A. Moore, Mr. F. Youle, Mr. C. J. Gummel, Mr. and Mrs. A. Lomdi and son, Mrs. E. A. B. Tyler, Mr. and Mrs. Parker, Mr. A. Macdonald.

—The *European Mail* says: A legal point of some importance in the law of marine insurance has been decided by the Court of Appeal in the case of *Tindler, Anderson and Co. v. the North Queensland Insurance Company*, which will be read with interest in South American as well as in Australian shipping circles. The facts, so far as material, were these: The plaintiffs sued upon a voyage policy of marine insurance effected upon the hull of the *barque Gainsborough*. Mr. M. Philin, agent owner, was master of the barque, and navigated her on the voyage insured against. She was stranded and damaged near Honolulu, and according to the verdict of the jury in another action, which was to be taken as a finding of fact in this one, the stranding was caused by negligence but not wilful negligence on the part of Mr. M. Philin in the navigation of the ship, although the proximate cause of the loss was a peril of the sea covered by the policy. Under these circumstances, the issue arose whether the stranding being ultimately attributable to the negligence of the assured, the plaintiffs could recover in respect of it as for a loss caused by the perils of the sea. Mr. Justice Kennedy held that the negligence in question was not an answer to the claim of the assured and the Court of Appeal have now affirmed his decision.

—The conditions under which the live cattle trade from this country has been carried on have attracted the attention of many classes of commercial men in England. Underwriters have insisted upon higher rates on account, they say, of the very heavy mortality. Boards of trade and similar bodies have commented upon the dangers of so ill-regulated traffic. And humanitarians have several times censured the cruelties inflicted in the ordinary course of trade. Certainly the proportion of loss as compared with the North Atlantic traffic seems altogether too high. It is true that the voyage is much longer, but to general travellers the experience is much better. The animals are perhaps a little wilder than those shipped from North America; but this is a defect which is always lessening. In fact, nothing can do away with the fatal significance of the figures quoted lately, which show the losses in the North Atlantic to be 2 1/2 per thousand in the case of cattle and 7 per thousand in the case of sheep, while the respective figures in the Argentine traffic are 97 and 37. The traffic is supposed to be regulated by inspectors on this side; but those inspectors are more facile than they ought to be in many cases; and it may be questioned whether the regulations established by the Argentine government are even yet sufficiently strict. It would be a fatal error to strangle a new trade by excessive restrictions; but experience, in factories and trades alike, has shown that commercial men cannot always be trusted to regulate their own trade in accordance with humanity, or even with real prudence. —*Review*, Buenos Aires.

LOCAL NOTES

—A house in construction on Rua General Carneiro in Engenho Novo was destroyed by fire on last Tuesday night.

—It is stated that Dr. Fernando Lobo, who some time ago resigned his seat in the senate, declines to be a candidate for reelection.

—Last Tuesday two ladies who were taking sea baths were drowned on Copacabana beach. A man who attempted to rescue them narrowly escaped drowning.

—Donatiano Martyr has again petitioned the supreme court for *habeas corpus*, but without avail. He doesn't belong to—but that is another story as Rudyard Kipling would say.

—In a leader published some days ago under the title of *Abstention* the *Debate* plainly showed that it is apprehensive of the capture of the President-elect by the Jacobins. And in our opinion its apprehensions are not unfounded.

—There is a movement on foot in the River Plate to bring out an English team to play the numerous cricket clubs in Argentina. If the project be realised, the cricketers of Rio will probably have two or three good games with the home team *en passant*.

—If the destruction of printing offices, the arbitrary dissolution of lawful associations, and the unpunished murders at Araraquara are facts that inspire confidence, then we should all have confidence in the future government of Campos Salles.

—Even the florinist press is complimentary to the officers and men who took part in the naval parade on the 11th inst. There is much significance in this change of tone in the press that used to assail those officers and men with the most scurrilous epithets.

—It is to be regretted that the *Porteiros* are dissatisfied with the *hurelres* we are sending down to them, for we had it in mind to advise the shipment there of a few emeraldsellers also. We are evidently overstocked, and could spare a considerable number without the slightest inconvenience.

—How can we well meaning and conservative citizens best control the policy of the future government of Campos Salles? By placing themselves at his mercy and begging him to do right or, by milking and farming an organization sufficiently powerful to restrain him from doing wrong?

—A telegram from Paris dated the 18th inst. announces the death of Comptrolleur Pereira da Silva, the well-known Brazilian historian and politician. He had gone to Paris for treatment, and succumbed to an attack of bronchitis immediately on arrival there. He was born in 1819 and during his long and active life filled many positions of honor and trust.

—Much scandal has been caused by the alleged irregular conduct of the commander of one of the battalions of the national guard, who is reported to have hired the band of the 24th battalion of regular infantry to don national guard uniforms and march at the head of his battalion. It is stated that the matter will be investigated by a court of enquiry.

—We see by the bulletins that Frank Brown is coming here again, and will soon be hard at work on his charitable mission of trying to make us healthier and better. People do not usually credit the circus and a popular clown with charitable work, but they ought. It is good when a man makes us laugh and forget our worries, and this is exactly what Frank Brown does. It is his mission.

—An era of prosperity was promised to the country when the army took charge of it in 1889. And the result is that in less than ten years Brazil, whose credit was then good, has been reduced to such a state as to be deluged to ask its creditors to accept promises in the place of money in payment of interest on its indebt edness. Is it not time to confess that military rule is a failure?

—The new edifice on Rua do Ouvidor, on the corner of Beco das Canellas, is now approaching completion and presents a very attractive appearance. It is not spoiled with the stucco ornaments with which many edifices, and is therefore all the better for it. The only criticism we have to make is in regard to the raised side pavement. It breaks the street level and is an inconvenience.

—Nearly half the period fixed by the constitution for the congressional session has already elapsed and there has been no legislation whatever. If Campos Salles can find some way of convincing foreign capitalists that there is a possibility of inducing the legislative and executive branches of the government to do their duty, he will do much more for restoring the credit of the country than he can by telling them that the republic is imperishable.

—We are advised that the trustees and subscribers to the fund for repairing the British Church, in this city, have decided to proceed with the new roof, funds having been received sufficient for that purpose. Tenders have been called for, and it is expected that the work will be begun at an early day. With respect to the new facade, it is expected that subscriptions will yet be received sufficient to enable the trustees to carry out that improvement also, but no step will be taken until the money is in hand.

—Why Campos Salles in Europe should inspire more confidence than Campos Salles in S. Paulo can only be explained on the theory that "distance lends enchantment to the view."

—We deeply regret to note the death, in England, of Mrs. John Crashley, wife of the well-known and popular English bookseller and shopkeeper of this city, news of which came by cable on the 16th inst. Mrs. Crashley went home about one year ago with her children and expected to return to Brazil in a short time. News had been received of her illness, but Mr. Crashley had no idea that it was so serious. The expressions of sympathy and condolence sent to Mr. Crashley have been numerous and heartfelt.

—The Telegraph *chacara* at Copacabana announces another of its enjoyable dances for the evening of July 9th, and we are placed under a very pleasant obligation by the receipt of an invitation. The dances given by the Telegraph *chacara* and the Larangeiras Club are almost the only recreations of this character furnished to the dancing members of our English-speaking colonies, and we need not say that they are heartily appreciated. We are under obligations, therefore, not only for the courtesy of an invitation, but in common with many others for the opportunity given for an enjoyable evening.

—After the tragic death of Admiral Saladanha da Gama at the battle of Campo Ozeiro on June 21, 1895, several beneficent societies were founded in honour of his memory. There are now, we are informed, seven of these societies in this city and Niteroi with a combined membership of 10,000 and an aggregate benevolent fund of over 100,000. On Saturday these societies, we learn, will cause masses to be said in commemoration of his death and it is expected that on this occasion, as in previous years, the temples will be thronged with the adherents of the fallen hero whose memory is reverently cherished by the people of this city and of all Brazil.

BIRTH.

On the 15th inst., at Rua da Independencia No. 25, Brazil, the wife of George B. Stevens, of a daughter.

DEATH.

SELKIRK.—At the Strangers' Hospital in this city, on the 9th inst., of yellow fever, ROBERT SELKIRK, aged 27 years.

BRITISH CHURCH.

BUILDING FUND.

Donations received:	
London & River Plate Bank Ltd.	Rs. 5,000
British Bank of South America Ltd.	5,000
H. A. De Lisle, Esq.	1,000
F. S. Youle, Esq.	250
Messrs Gustavus Godefron & Co.	2,000
Messrs P. S. Nicholson & Co.	2,000
	Rs. 15,250
E. H. Tootal, Esq.	1,000
John Davy, Esq.	500
Rs. 16,550	
Already published	22,443
	Rs. 38,993

Donations promised:	
Already published	Rs. 26,450
£ 26,550 + Rs. 26,450	
Less received as above	15,250
	Rs. 11,200
Rs. 50,103	
Total	£ 26,550

Further donations are earnestly solicited.

Rio, 20th May 1898.

F. S. PRYOR, Treasurer.

CRICKET.

The "São João del Rei Gold Mining Company" team visit Rio this week, for a return match against the "Club Brasileiro de Cricket." The visit which the "Club Brasileiro de Cricket" paid to Morni Velho and the excellent time they had there were duly chronicled in these columns, and we are convinced that the Rio men will one and all do their best to entertain their visitors with the same "hail fellow well met" hospitality.

The Morni Velho team will arrive on Thursday, 23rd inst., at 7 a.m., by the Minas night express and will be put up at the houses of different members of the "Club Brasileiro de Cricket," or in hotels. They are 14 and their names are as follows: W. Gilbert, H. Gent, J. Drew, S. Turner, A. Grenfell, T. Gill, T. Turling, T. Stevens, J. Stephens, F. Harvey, E. Jones, G. Murphy, E. Lowe, T. H. Manning.

The players that constitute the Rio team are the following: A. C. Skey, H. L. Wheatley, R. A. Brooking, G. H. Unwin, O. Wheeler, A. Smythe, E. J. King, E. Roberts, V. Tatum, J. B. Mawson, M. Fletcher.

The programme is for the first days: Thursday.—Reception, cricket practice and visiting the city.

Friday.—Cricket to commence at 11 a.m. and cease at 5 p.m.

Saturday.—Cricket to commence at 11 a.m. and cease at 4 p.m. (On both cricket days luncheon will be served for the playing teams on the Paysandu ground.)

Saturday evening:—The «Club das Laranjeiras» have invited not only the visitors but also any members of the «Club Brasileiro de Cricket» for their smoking-concert at the Club.

On Sunday there will be a farewell dinner arranged in town, to take place about 5 p.m., and the visitors will leave by the 8 p.m. night express.

We are asked to announce that any members of the «Club Brasileiro de Cricket» who care to take part in the dinner are requested to send their names at once to the Hon. Secretary of the Club.

RIO CRICKET AND ATHLETIC ASSOCIATION VS. CLUB BRAZILIEIRO DE CRICKET.

This match was played on the Association's ground Sunday, 19th June, 1898, and resulted in a win for the «Club Brasileiro» by 37 runs.

A. Skeay was very fortunate in winning the toss and consequently chose to put his side in to bat; Reeves and Wancher opened the innings, but the latter failed to stop a good length ball by Roberts and the telegraph showed one wicket for 7 runs; Jackson now joined Reeves and the play was fairly steady till Reeves succumbed to W. Morrissey for 7, C. L. Robinson played carefully for his 7 and G. H. Unwin put his 5 together in good style. A. Skeay added a useful 9 in a fashion distinctly his own. J. B. Mawson came to the wickets and the result was a slight stand made.

Lunch time was now called; the not out being N. Jackson and J. B. Mawson, the former having 26 runs to his credit, complied with feckless and dashing batting.

In the third over, after resuming play, N. Jackson was neatly bowled by Brooking, having carried his score to 49, a most valuable contribution. Smythe and Henderson made things lively for the fielders and the innings closed for 125.

W. Morrissey and E. Morrissey opened the innings for the Association, but the latter very unfortunately played the first ball from Smythe on to his wicket. C. A. Conolly played with confidence, but unluckily sent a ball straight back into Smythe's hand. When Brooking and Leams got together runs came very fast and at one time things looked serious for their opponents, but misjudging a leg ball Brooking sent up an easy catch to the wicket-keeper; his useful 29 was remarkable for his strong off drives. V. Tatum joined Leams and played a very steady game while the latter hit out freely. A change of howling which now seemed necessary had the desired effect, Leams being bowled by G. H. Unwin for a very useful 27, S. Francis and Roberts added ten to the score and the innings closed for 88.

For the Association Brooking took 4 wickets for 30 runs.

For the visitors Smythe did the brunt of the bowling and took 4 wickets for 28 runs, while Conolly executed the very creditable feat of 3 wickets for 8 runs.

The scores were:

CLUB BRAZILIEIRO DE CRICKET.

H. J. Reeves, b. W. Morrissey.....	7
O. Wancher, b. Roberts.....	6
N. Jackson, b. Brooking.....	49
C. L. Robinson, b. do.....	7
G. H. Unwin, c. Leams, b. Conolly.....	5
A. Skeay, c. E. Morrissey, b. W. Morrissey.....	9
J. B. Mawson, run out.....	9
C. B. Mawson, c. Roberts, b. Brooking.....	9
A. Smythe, not out.....	12
C. Henderson, b. Roberts.....	3
A. Amaral, c. Leams, b. Brooking.....	4
Extras.....	20
Total.....	125

RIO CRICKET & ATHLETIC ASSOCIATION.

W. Morrissey, c. N. Jackson, b. Smythe.....	0
E. Morrissey, b. Smythe.....	0
C. A. Conolly, c. and b. Smythe.....	0
R. A. Brooking, c. Skeay, b. Smythe.....	3
R. Morrissey, run out.....	29
G. H. Unwin, b. do.....	27
V. Tatum, c. and b. do.....	3
S. Francis, b. do.....	6
R. H. Robinson, b. J. B. Mawson.....	5
E. Roberts, run out.....	5
C. Jackson, not out.....	0
Extras.....	12
Total.....	88

BUSINESS NOTES.

—The directors of the London and River Plate Bank have declared an interim dividend of 7 per cent.

—Councillor Mayrink's building on Rua Primeiro de Março corner of Hospício, has been sold to the British Bank of South America for 440,000.

—We have this morning received an interesting memorandum on the export of manganese, which comes too late for insertion in this issue. We shall make use of it in our next.

—In the first quarter of the present year there were imported at Santos 25,003,000 kilos of merchandise described as being composed of articles of prime necessity. The official value of this merchandise was 8,869,638 and the amount of duty paid thereon 1,320,000.

—The new French consul, M. Georges Ritt, arrived here from São Paulo on the 15th inst.

—The London and River Plate Bank, Rio branch, is now established in its new quarters in the edifice constructed for the Banco Nacional. It makes an attractive banking establishment, being light, airy and very accessible for customers. The bank is to be congratulated on its new quarters.

—The government not having taken the proper steps in some parts of the country for redeeming the 1000 notes that it is withdrawing from circulation, the president of the Associação Commercial of this city has asked for a postponement of the date at which the discount on these notes is to commence.

—Questions have been raised, it is said, in regard to acts of the judicial tribunal relative to the liquidation of the Companhia Evonens. It is not the first question, either. We know of one case where two years have passed without a settlement. By this time nothing probably remains for the creditors.

—It should be the chief purpose of every government department to give facilities and encouragement to commerce and industry. To do otherwise is to obstruct national development and to ripple national revenue. We speak of this because Brazilian officials sometimes consider it their duty to obstruct the business of others for personal reasons.

—There has been a change in the French consular service here lately. M. Georges Ritt, consul at São Paulo, having been transferred to Rio de Janeiro, and M. Demary having been appointed to the vacancy in São Paulo. The latter has not yet arrived, and M. Henri Hoff, chancery of the consulate, will temporarily have full charge.

—For the week ending June 19th there were shipped to this country from Argentine ports 3,100 tons of wheat and 441 tons of maize. Since January 1st the shipments have been 37,383 tons wheat, 4,521 tons maize and since October 1st 6,459 tons wool. The shipments of live stock since January 1st have been 1,852 steers, 411 wethers, 692 horses, and 58 mules.

—Among the passenger departures for England last week were Mr. Edward D. Tatum, director of the London and River Plate Bank who had the important commission of negotiating an agreement with the government for funding the interest on the foreign debt; and Mr. Haviland A. Delisle, manager of the Rio branch of the same bank, who is returning home on a visit.

—There are said to be in circulation a good many 1000 notes subject to discount after the 30th inst. The refusal of certain persons to receive these notes is causing much inconvenience and annoyance. Is it not time for the government to adopt a better system of withdrawing its notes from circulation? Why not oblige every public department to accept such notes for redemption?

—Shippers to Brazil, not only in this port, but all through the country, are protesting at the advancement of fees which the Brazilian government has recently ordered, and which consuls have notified merchants and others of accordingly. The following is the advance that will be made upon what already has been considered as rather stiff fees: Clearances, which were \$1.65, are to be \$2.70; bill of health, from \$2.75 to \$5.50; bills of lading, from \$5 cents to \$1.10; verifying signatures, from \$1.65 to \$2.75; manifests to two ports, which was the same as in one port, have been made to pay one-half the price of the first in the second port. Already the exporters to Brazil pay an import tax to that government of forty cents on every barrel of flour taken into a port of that country, and pay the same country 13 per cent export duty on coffee taken from it. A letter was forwarded on Saturday to Congressman Dingley, chairman of the committee on ways and means, asking him to formulate some method by which the exactions of the Brazilian government may be made reciprocal by imposing an import duty on their products. —N. Y. Journal of Commerce, May 9.

FINANCIAL NOTES.

—Notwithstanding the reported accord with the representatives of the Brazilian bondholders in London, the bonds are slowly falling.

—If Campos Sales contributed to disorganize the finances of S. Paulo, why should he be expected to reorganize those of Brazil?

—Credit facilities freely granted to an improvident government, can not be considered in any other light than as an injury. They may be intended as aid, but they invariably result in prejudice.

—The government is going to ask congress for an appropriation of \$15,067,512 for the payment of additional Italian claims. This is one of the many burdens entailed upon the country by the dictatorship of Marshal Floriano Peixoto.

—Campos Sales, says a London telegram of the 16th inst., has promised to do every thing in his power to reorganize Brazilian finances and restore the credit of the country. We are, of course, glad to hear it; but it was not expected, we presume, that he would promise the reverse.

—On Saturday last the Havas agency published a telegram stating that the Council of Foreign Bondholders in London had refused to sanction the accord in regard to funding the interest on the Brazilian foreign debt. On Sunday the *Journal do Commercio* published a denial of the statement, asserting that the accord had been signed, and that, too, not without consulting the aforesaid Council. We shall await mail advices with much curiosity.

—Too great stress can not be laid on the fact that the accord just settled in London is not a triumph for Brazilian credit. It is a compromise, an extension of time, an arrangement with a debtor unable to meet his engagements. It is nothing to be proud of. However, if the government now proceeds to correct the financial disorders which afflict us, and does so successfully, everyone will have reason to be proud of the arrangement.

—The announcement that an endeavour is being made to effect an arrangement with the Brazilian government by which the interest on the Brazilian debt will be funded for three years into a loan secured on the customs revenue has caused a marked advance in the price of Brazilian bonds. The four per cent, 100 of 1889, at one time touched 54, as compared with 47 1/2, the end of April making-up price. There was some profit taking at the advance, but the price is still at 51 1/2. —The *Shahid*, May 28.

—Of course, if the government cannot pay interest on its debt and if its creditors in lieu of such interest are willing to accept new promises in place, we have to accept the situation, hoping that the terms may be as just and beneficial for all concerned as is possible under the circumstances. But all display of enthusiasm over the transaction, before the price of issue and other particulars are made known, is manifestly insincere, untimely and inappropriate and merely serves to expose the government to animadversion and ridicule. To some of its supporters the government should consequently recommend *pas trop de zèle*.

—During the past week telegrams have been received from London announcing the acceptance of the accord relative to the funding of the interest on the foreign debt. The agreement being signed by the representatives of the bondholders and of the Brazilian government. It is stated that the agreement is practically what was previously announced, viz.: funding the interest for three years at 5 per cent, the issue of bonds to be guaranteed by the revenues of the Rio custom-house and not to exceed £1,000,000; the deposit of currency in local banks to the equivalent of said interest calculated at 181; the reservation of said deposits for destination, or anticipated payments on the debt; the suspension of the sinking fund for 10 years. We have had no information about the means by which the wishes of the bondholders were made known, but the mails will soon bring us all desired information.

—In regard to the various rumors in circulation as to the way in which Brazilian finance is to be placed more on a sound footing, there is little doubt but that they are, for the most part, unfounded. We hear, on good authority, that the Brazilian government anticipates the stopping of the sinking fund on all loans for a term of ten years and the funding of all coupons for three years, by the issue of a loan of £1,000,000; half of this to be applied to the payment of the government loans and the other to the service of the railway issues. The coupons of the new loan are to be cashed at the contracted rate less a tax of 30 per cent. This loan being secured on the customs would, if effectively represented, be a first charge on the Brazilian revenue. It may be argued that such a scheme would be an infringement of the rights of the bondholders, and some doubt is felt as to whether they would consent to give up their security. It is, naturally, and high finance; but neither is it high finance, if it is unable to meet engagements. Of course, the bondholders will be asked to give up something, and it is for them to decide, when the scheme is presented to them, if the proposals will be the best that can be hoped for. —Daily Mail, London, May 25.

COMMERCIAL.

Rio de Janeiro, June 20th, 1898.	
Par value of the Brazilian milreis (1000).	
gold.....	27 d.
do the Brazilian milreis (1000) in U. S. coin at \$100.00 per \$100.....	54 7/8
do \$100 U. S. coin in Brazilian gold.....	1547 cts.
do of \$100 U. S. coin in Brazilian gold.....	8 50
Bank rate of exchange, official, on London today.....	6 1/2 p. d.
Present value of the Brazilian milreis (gold).....	\$50
Present value of the Brazilian milreis (paper).....	25 1/2 p. d.
Present value of the Brazilian milreis in U. S. coin at \$100 per \$100.....	54 7/8
Value of \$100 (\$40 per £ 1 str. in Brazilian currency (paper).....	7500
Value of £ 1 sterling.....	34603

EXCHANGE.

June 19.—The opening bank rate was 7 1/2 p. on London and there was a 2 1/2 demand for bank bills during the morning at 10 1/2, but only a small amount of rate fell to 7 1/2 on account of the market being quiet. The Banque Française lowering the official rate to 7 1/2 d. In the afternoon the market was quiet, but at 7 1/2 d. while the other banks' rates varied 1/2 d. to 1 1/2 d. As soon as the market opened the holders of bills evicted a rate of 7 1/2 d. knowing well that there must be a demand for them for liquidation. The demand, at once set in, and the banks furnished bills to sellers on time at 7 1/2 d. But whether the liquidations were less in extent than was expected, or the official rates induced sellers, the market became firm again. The banks drawing at 7 1/2 d. against private paper at 7 1/2 d. At closing time, the market was calm with bank bills at 7 1/2 d. and 7 1/2 d. and private paper quoted at 7 1/2 d. and 7 1/2 d. The day's business was an average one; the official value of the paper milreis was 1100 25 to 25 1/2 p. d. gold.

June 12.—The official rate of exchange on London was almost general at 7 1/2 d. at opening time. The only exception was the British bank, which opened with 7 1/2 d. but shortly afterwards levelled up to the general rate of 7 1/2 d., which was maintained throughout the day. Although there was but little animation in the market early in the morning it was very firm with bank bills at 7 1/2 d. and 7 1/2 d. some business being reported at 7 1/2 d. and 7 1/2 d. private paper sold at 7 1/2 d. and 7 1/2 d. There was a period of inaction about midday, when the banks drew at 7 1/2 d. and 7 1/2 d. and the market was placed without difficulty at 7 1/2 d. In the afternoon demand increased, and after the banks furnished bills at 7 1/2 d. and 7 1/2 d. the market was placed at 7 1/2 d. and private paper at 7 1/2 d. and 7 1/2 d. The market being calm and sustained. The official value of the paper milreis was 1100 25 to 25 1/2 p. d. gold. Composing the bank rates of the day with those of the corresponding day in the previous year, we obtain the following:

	1898.	1897.
London, per milreis.....	7 1/2 p. d.	7 1/2 p. d.
Paris, per franc.....	12 1/2 p. d.	12 1/2 p. d.
Banking per mark.....	12 1/2 p. d.	12 1/2 p. d.
Italy per lira.....	12 1/2 p. d.	12 1/2 p. d.
New York, per dollar.....	68 1/2 p. d.	68 1/2 p. d.

June 15.—The money market was in a state of great uncertainty. Promised the whole day, all the banks changing their official rates on London with 1/2 p. d. The rates were 12 1/2 p. d. and 12 1/2 p. d. During the morning there was a very important demand for bank bills at 7 1/2 d. and 7 1/2 d. and the market was placed at 7 1/2 d. and 7 1/2 d. In the afternoon demand increased, and after the banks furnished bills at 7 1/2 d. and 7 1/2 d. the market was placed at 7 1/2 d. and private paper at 7 1/2 d. and 7 1/2 d. The market being calm and sustained. The official value of the paper milreis was 1100 25 to 25 1/2 p. d. gold.

June 16.—Great inaction was again evident in the exchange market. The London and River Plate Bank opened with an official rate of 7 1/2 d. on London, and after one hour's business with 1/2 p. d. During the day the London and River Plate Bank drew at 7 1/2 d. and 7 1/2 d. and the market was placed at 7 1/2 d. and 7 1/2 d. In the afternoon demand increased, and after the banks furnished bills at 7 1/2 d. and 7 1/2 d. the market was placed at 7 1/2 d. and private paper at 7 1/2 d. and 7 1/2 d. The market being calm and sustained. The official value of the paper milreis was 1100 25 to 25 1/2 p. d. gold.

June 18.—The Brazilian Bank opened with a rate of 7 1/2 d. which it increased immediately to 10 1/2 d. and 10 1/2 d. which it brought on a level with all the other banks. During the day the British bank drew at 7 1/2 d. and 7 1/2 d. and the market was placed at 7 1/2 d. and 7 1/2 d. In the afternoon demand increased, and after the banks furnished bills at 7 1/2 d. and 7 1/2 d. the market was placed at 7 1/2 d. and private paper at 7 1/2 d. and 7 1/2 d. The market being calm and sustained. The official value of the paper milreis was 1100 25 to 25 1/2 p. d. gold.

MARKET REPORT.

Rio de Janeiro, 20th June, 1898.

Exports.

Coffee.—The total sales of the previous week were 2100 bags, against an entry of 2000 bags and a shipment of 2000 bags. The market was quiet, and the price on a paraflex off to one on coffee beans. The business on Monday was largely confined to the sale of 2000 bags of coffee, the former 2000 bags from 1000 per unit for No. 1 type. The 2000 bags, encouraged by the fall in exchange, came into the market, but before they could, on a definite market, and with the packers exchange had again gone up and replaced the speculations. Besides the question of exchange, the old old question of gold, greatly influenced the market, and the market closed flat with about 2000 bags. On Tuesday the market opened with more animation. For each lot were firm and business between themselves and the packers was arranged on a basis of 1000 (1000) 1000 for type No. 2. Shippers showed more interest in jobs, but prices were too high or large purchases. Some 2000 bags were sold at 1000 for No. 2. The firmness of the market was maintained. We hear, and 2000 was the price on which they did business with packers. During the morning speculators appeared in the market, but exchange again rose, and the market closed flat. The day only saw some 2000 bags but business was more active. Besides the question of exchange, the old old question of gold, greatly influenced the market, and the market closed flat with about 2000 bags. On Tuesday the market opened with more animation. For each lot were firm and business between themselves and the packers was arranged on a basis of 1000 (1000) 1000 for type No. 2. Shippers showed more interest in jobs, but prices were too high or large purchases. Some 2000 bags were sold at 1000 for No. 2. The firmness of the market was maintained. We hear, and 2000 was the price on which they did business with packers. During the morning speculators appeared in the market, but exchange again rose, and the market closed flat. 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The shipments since our last report have been:

27,935 bags for the United States	
6,992 " " Europe	
2,150 " " Cape of Good Hope	
4,950 " " River Plate, etc.	
45,100 bags.	

The vessels sailed with coffee are:

United States:	
June 11 New York Hr Str Holbein	1,675

Europe:

June 11	Thre Prstr Vile S. Nival	2,500
13	Southampton Hr Str. Aguilera	1,500
15	Antwerp Ger Str. Marburg	600
15	Salonica Hr Str. Valadon	200
18	Hamburg Ger Str. Amstercan	3,000

Elsewhere:

June 15	River Plate Hr Str. Thame	1,200
17	do do Hr Str. Madon Ritz	1,000
17	Concepcion	500

The receipts for the past week were 45,500 bags, against 44,900 bags for the previous week and 51,700 bags for the week before.

Brokers' quotations, according to New-York types were the following:

No. 6	June 20	June 11
7	11.50	11.50
8	11.00	11.00
9	10.00	10.00
10	10.00	10.00

The stock in all hands was estimated this morning at 200,000 bags, against 200,000 a week ago. At Santos the stock is reported at 322,700 bags.

Daily receipts and shipments of coffee at Rio de Janeiro

Receipts	Shipments
June 20	June 20
11,500	11,500
11,000	11,000
10,000	10,000
10,000	10,000

Stock at Santos

June 20	June 11
11,500	11,500
11,000	11,000
10,000	10,000
10,000	10,000

Stock at Santos

June 20	June 11
11,500	11,500
11,000	11,000
10,000	10,000
10,000	10,000

Stock at Santos

June 20	June 11
11,500	11,500
11,000	11,000
10,000	10,000
10,000	10,000

Stock at Santos

June 20	June 11
11,500	11,500
11,000	11,000
10,000	10,000
10,000	10,000

Stock at Santos

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11,500	11,500
11,000	11,000
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Stock at Santos

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11,500	11,500
11,000	11,000
10,000	10,000
10,000	10,000

Stock at Santos

Spence Pine.—The stagnation in this item still continues. Prices are nominal and no fresh consignments have come to hand.

Svedish Pine.—There is absolutely nothing to chronicle in this item.

Kerosene.—No receipts. Prices still continue to go down. There is no article so quickly affected by exchange as this. The price per case is now \$5.50 to \$5.80.

Turpetine.—Arrivals nil. Prices are still influenced by exchange and now rule from \$5.00 to \$5.50 per kilo.

Rosin.—No vessel has brought any additions to stock, and prices have gone up for dark grades which are now quoted at \$5.50 to \$6.00, while light grades remain as before from \$4.50 to \$5.00.

Cement.—The *Italo* brought 230 barrels from Marcella. English cement is still quoted at from \$5.00 to \$5.50 per barrel, and Belgian at \$5.00 to \$5.50.

Indian Corn.—The arrivals from the River Plate were 18,000 bushels. The *Alvira* brought 15,000 bushels, the *South Georgia* 1,500 bushels, and the *Madalena* 1,000 bushels. The new crop is quoted at \$2.50 to \$2.75, and the old at \$2.50 to \$2.75.

Wheat.—The *South Georgia* brought 1,500 bushels last week. The latest quotations were \$5.00 for River Plate and \$5.00 for local mills.

Hay.—No fresh consignments to hand. The fall in prices has been a notable one. Prices rule from \$1.50 to \$2.00 per ton.

Coffee.—The arrivals have been as under:

From Liverpool ex <i>Trinidad</i>	3,125 tons
From Cardiff ex <i>Leinster</i>	400 tons
From do ex <i>Rebelle</i>	300 tons

Rubber.—The supply on hand has been well maintained by the arrivals from exporting ports, and prices show a slight decline as the following table clearly shows:

Peru and Amazon	240,000
India and Amoy	250,000
Campana	200,000
Angora and Paraty	200,000
Paraguay	200,000
Alcohol of 35 to 45 deg.	400,000
ditto 40 deg.	400,000

Shipping News.

ARRIVALS OF FOREIGN VESSELS.

JUNE 15.

PORTO: Port sch *América*; 600 tons. J. J. Marques; sundries to Costa Guimaraes.

DEPARTURES OF FOREIGN VESSELS.

JUNE 14.

BARRAGOS: Amer bk *Antioch*; 875 tons. N. F. Hemingway; ballast.

JUNE 15.

NEW ORLEANS: Port bk *Bella Fomigau*; 600 tons. José M. de Souza; ballast.

JUNE 16.

PENSAOLA: Nor sp *King Court*; 1500 tons. Paulsen; sundries.

BARRAGOS: Nor bk *Edith*; 547 tons. A. L. Land; ballast.

JUNE 17.

DELAWARE: Nor bk *Mabel*; 710 tons. A. A. Lland; ballast.

BARRAGOS: Ger lug *Jaquima*; 251 tons. H. Clipes; stone ballast.

BARRAGOS: Amer lug *Nelle M. Stale*; 541 tons. J. Montgomery; ballast.

FREIGHTS.

LIVERPOOL: 15 shillings and 6 pence per ton weight or measure.

VALPARAISO: 145 shillings and 5 pence per 1000 kilos.

TALCAHUANO: 145 shillings and 5 pence per 1000 kilos.

IGNIO: 8-10 shillings and 5 pence per 1000 kilos.

PUNTA ARIANA: 10 shillings and 5 pence per 1000 kilos.

BERMOS: 15 shillings and 5 pence per 1000 kilos.

ANTWERP: 15 shillings and 5 pence per 1000 kilos.

SOUTHAMPTON: 15 shillings and 5 pence per 1000 kilos.

GUANO: 1-30 francs and 10 pence per 1000 kilos.

MADEIRA: 1-30 francs and 10 pence per 1000 kilos.

ROSEDALE: 1-30 francs and 10 pence per 1000 kilos.

MONTEVIDEO: 1-30 francs and 10 pence per 1000 kilos.

REBOLLO: 1-30 francs and 10 pence per 1000 kilos.

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Arrivals of foreign steamers.

NAME	FROM	CONSIGNEE TO
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June 15.</

Last Quotations of Stocks and Bonds --- June 20th

Circulation		Public Funds	
262,133,000\$	Stock 5% currency (apólice)	200	200
102,635,000	Bonds of 1895	200	200
124,635,000	Stock 4% (gold), converted	200	200
11,584,000	Gold Loan, 1888, 6%	200	200
24,679,000	do do 1879, 4 1/2%	200	200
18,550,000	do do 1889, 4 1/2%	200	200
17,500,000	State of Espírito Santo	200	200
10,030,000	" of Minas Geraes, 5 1/2%	200	200
17,500,000	" do	200	200
17,500,000	of Rio de Janeiro, 6%	200	200
24,337,000	Emprestimo Municipal	200	200
Capital		Banks	
20,000,000\$	Commercial	200	200
20,000,000	Comercio	200	200
24,000,000	do	200	200
16,000,000	Construtor	200	200
20,000,000	Credito Movel	200	200
3,500,000	Lavoura e Comercio	200	200
11,012,000	do	200	200
20,000,000	Nacional Brasileiro	200	200
	Repubblica do Brazil	200	200
	Uniao e Hypothecario	200	200
	do	200	200
	do	200	200
Capital		Railways	
3,600,000\$	Caravellas a Aymeres	180	180
110,000,000	Leopoldina	200	200
15,000,000	Muzambinho	200	200
64,000,000	Oeste de Minas	200	200
34,000,000	do	200	200
70,000,000	S. Paulo Rio Grande	200	200
47,000,000	Uniao Sociedades Ilumina	200	200
	do	200	200
	Viacao Ferreira Sacramento	200	200
Capital		Treasuries	
14,000,000\$	Jardim Botânico	200	200
12,000,000	S. Christovao	200	200
Capital		Mills	
10,000,000\$	Albano	200	200
6,000,000	Brazil Industrial	200	200
6,000,000	Caraca	200	200
6,000,000	Companhia Industrial	200	200
300,000	D. Imbel	200	200
1,200,000	Industrial Mineira	200	200
1,500,000	Mammoth Fluviense	200	200
1,000,000	Petropolis	200	200
1,000,000	S. Pedro de Alcantara	200	200
350,000	Santa Luzia	200	200

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No traveller should forget to take with him a box of pills or a bottle of Tincture of Nectandra Amara, which might come very handy in cases of sudden illnesses or any other disarrangement of the stomach. This marvellous remedy is recommended by a prospectus in three languages, viz. Portuguese, English and French to facilitate its use by natives and foreigners. For sale at all Druggists and Chemists and at the manufacturer's depot, No. 74, Rua S. Pedro, 1st floor, Rio de Janeiro.

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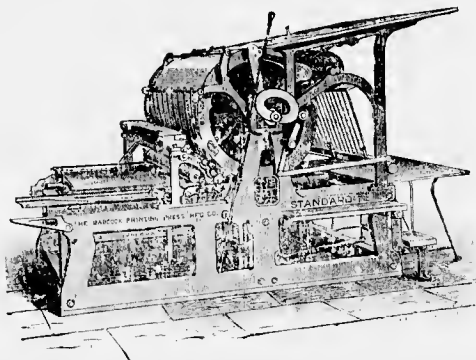
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In order to facilitate the use of this medicine a prospectus accompanies each bottle written in the Portuguese, English and French languages.

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" 27	Danube	Montevideo and Buenos Ayres.
" 27	Albatros	Santos, Montevideo and Buenos Ayres.
" 29	Thames	Bahia, Pernambuco, Lisbon, Vigo, Cherbourg and Southampton.

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THE RIO NEWS.

This paper is now in its 14th year, having originally
been published as *The South American Mail* and *The
British and American Mail*. It assumed its present
title at the beginning of April, 1884, when it was pub-
lished three times a month. From a tri-monthly it
has been changed to a weekly publication, and from four
pages it has been increased to twelve.

As an advertising medium *The News* occupies an
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